





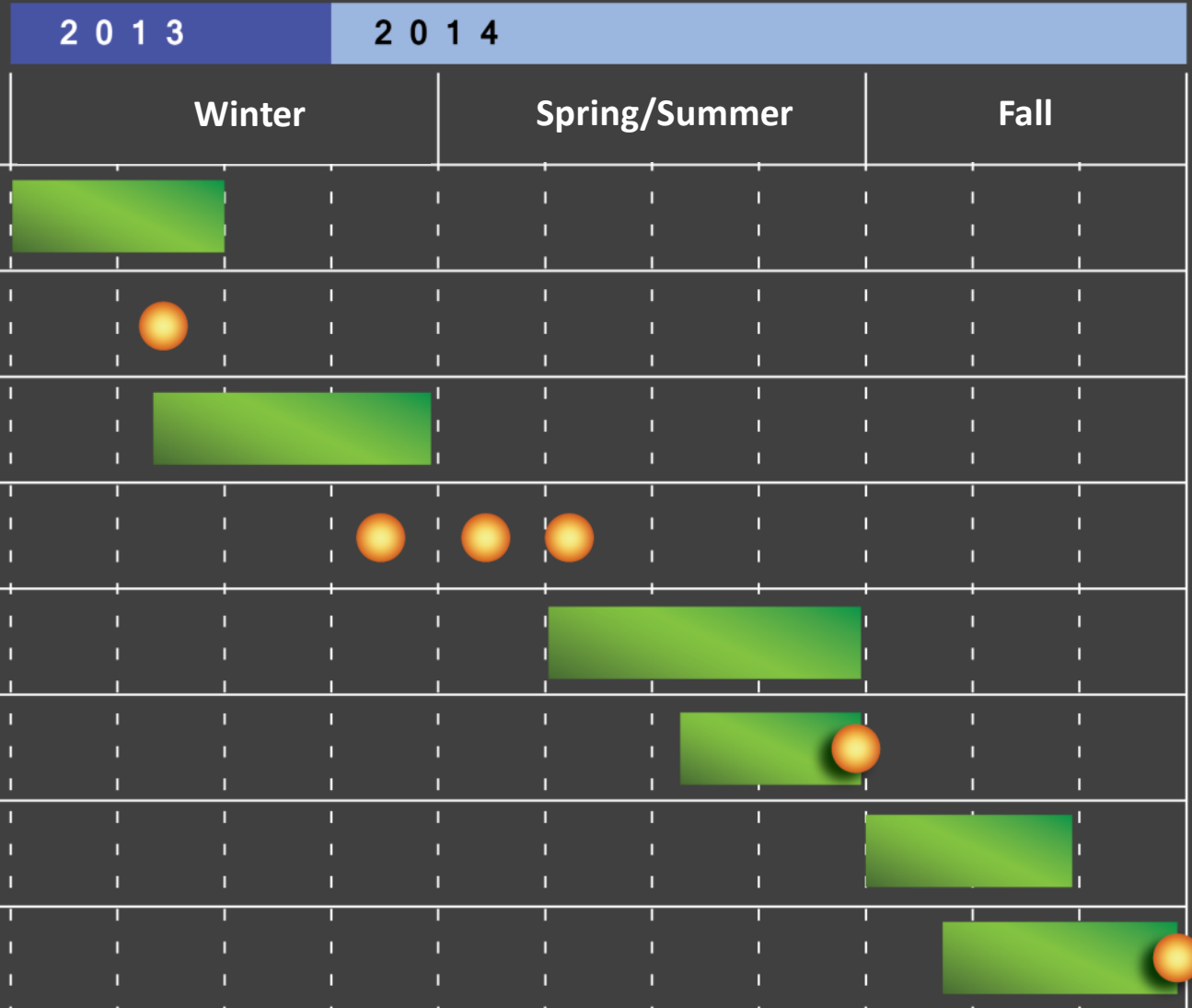
Evaluation Discussion

October 1 2014



Schedule

 Ongoing Effort
 Milestone Public Activity





Vision In Action

IN A PERIOD OF **SIX WEEKS, THOUSANDS OF LOUISVILLIANS** ENGAGED IN A CONVERSATION ABOUT THE FUTURE OF THE CITY AND OVER **80,000 IDEAS** WERE GENERATED FOR HOW TO IMPLEMENT A VISION FOR A **CONNECTED, CREATIVE, COMPETITIVE LOUISVILLE.**

BIG IDEAS

ACCELERATE

Connectivity



Creativity



Economy



Energy



Health



Living



Identity





Vision Outcomes





Project Goals

- provide **Connectivity Choices**
- improve **Safety and Health**
- promote **Economic Growth**
- maintain **Fiscal Responsibility**
- assure **Environmental Sustainability**
- enhance **Neighborhoods**
- assure **Equity for All System Users**



Community and Agency Plans

HORIZON 2030

The Metropolitan Transportation Plan
for the Louisville (KY-IN) Metropolitan Planning Area:
Clark & Floyd Counties, Indiana and
Bullitt, Jefferson, & Oldham Counties, Kentucky



ADOPTED OCTOBER 7, 2010

HIGHLANDS - DOUGLASS NEIGHBORHOOD PLAN



DECEMBER

SHAWNEE NEIGHBORHOOD PLAN



BELKNAP NEIGHBORHOOD PLAN



PREPARED BY:
BELKNAP NEIGHBORHOOD TASK FORCE,
CITY OF LOUISVILLE,
&
LOUISVILLE COMMUNITY DESIGN CENTER

FINAL REPORT
December 2000



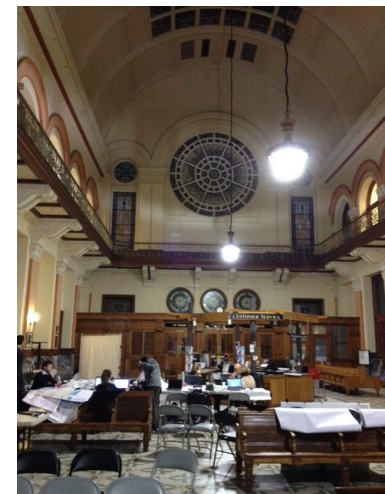
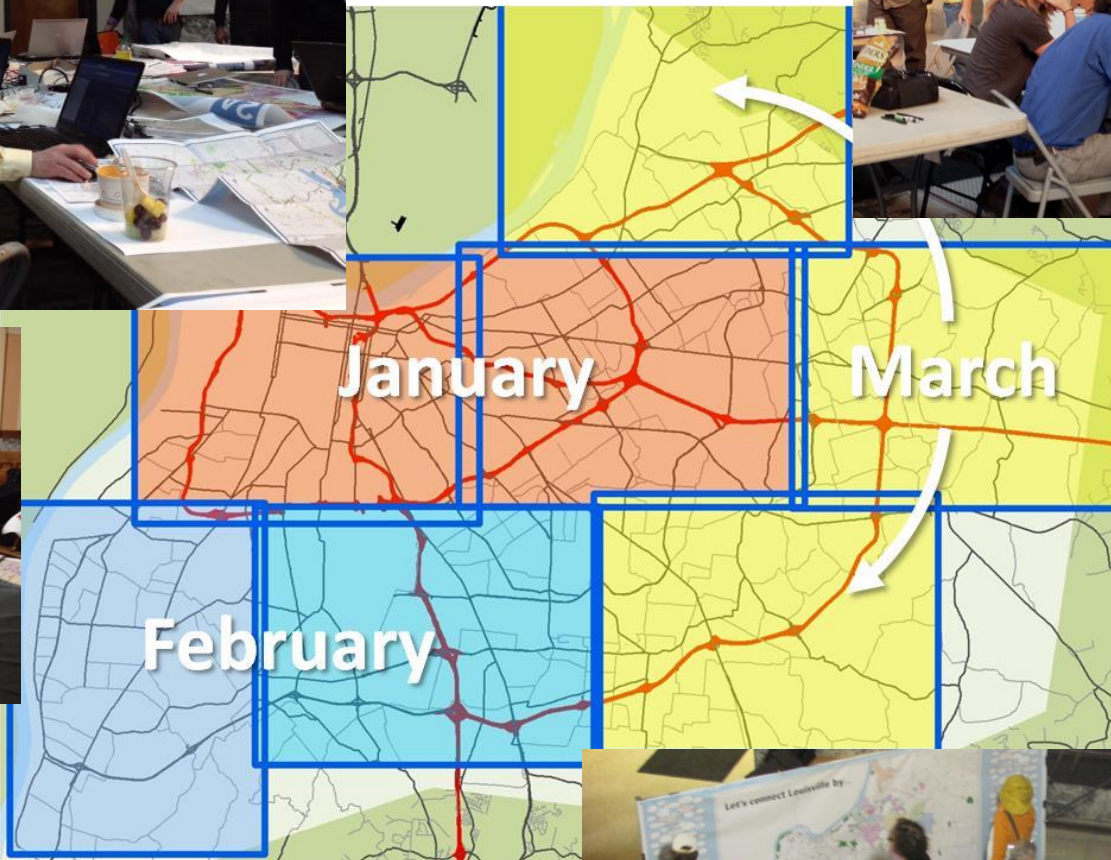
Louisville: *the place to live, work and play.*
<http://www.louky.org>

DIXIE HIGHWAY CORRIDOR MASTER PLAN



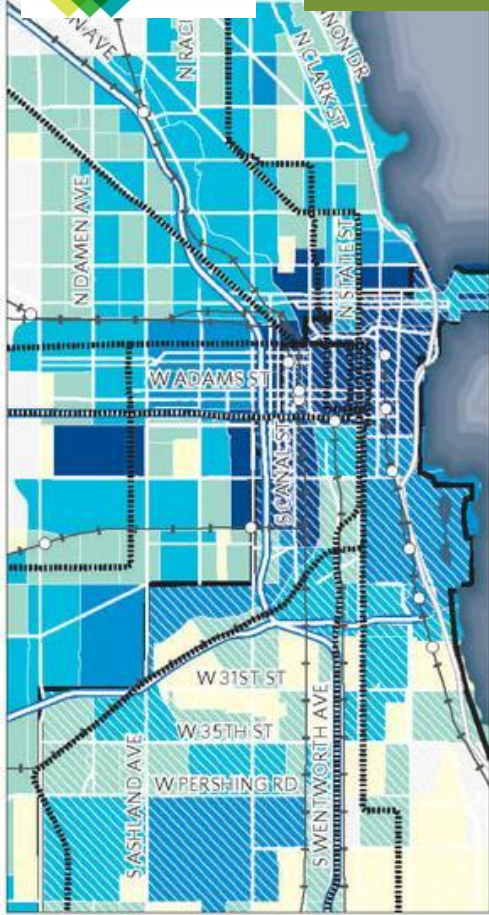


Community Work Sessions





Job Access



Total primary jobs, by tract

Current Access	New Access
0 - 200	0 - 200
201 - 1,000	201 - 1,000
1,001 - 5,000	1,001 - 5,000
5,001 - 15,000	5,001 - 15,000
Over 15,000	Over 15,000





Job Access





Fixing Infrastructure

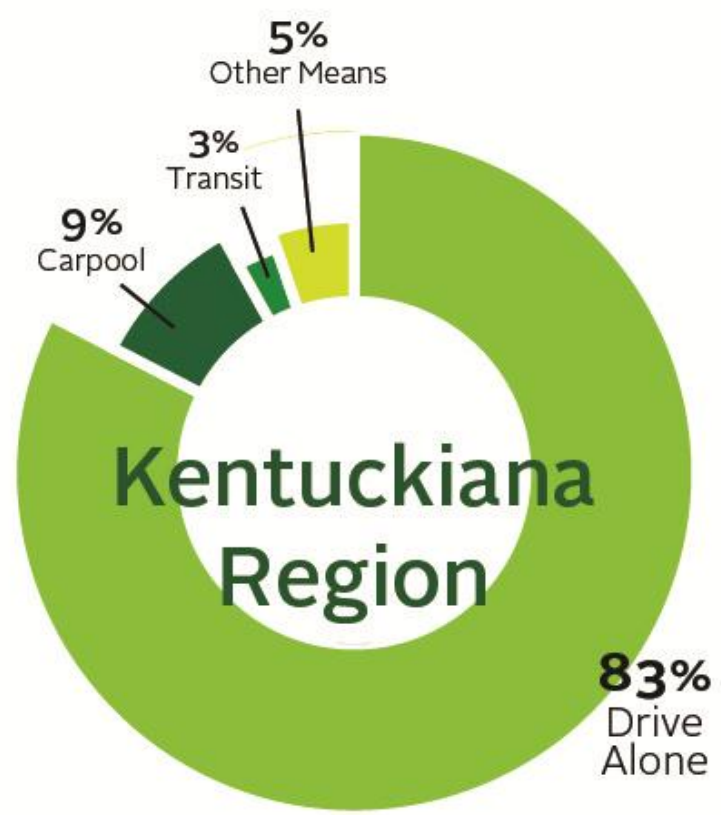




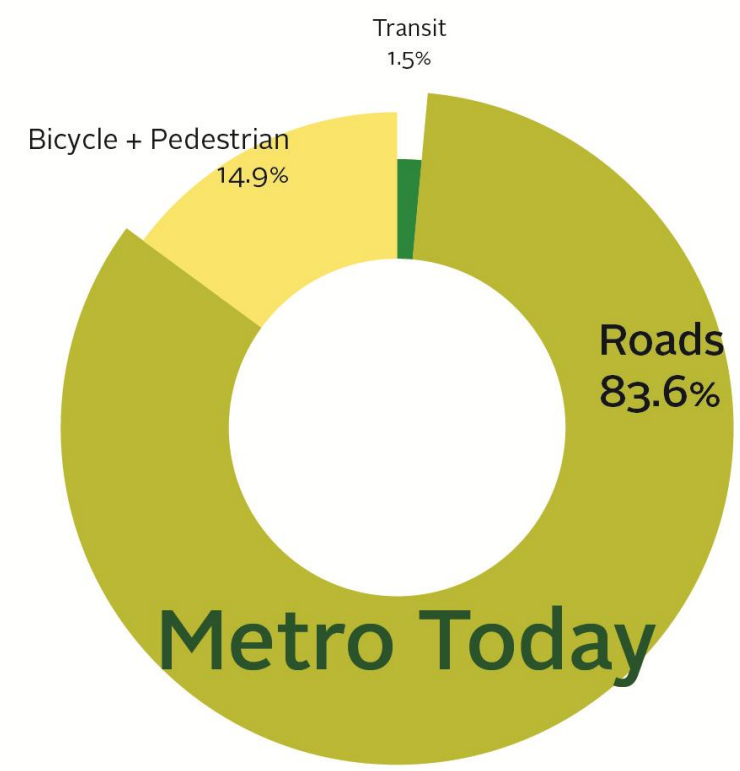
Travel and Spending

Can We Get Different Outcomes With The Same Spending?

Travel Mode Choice



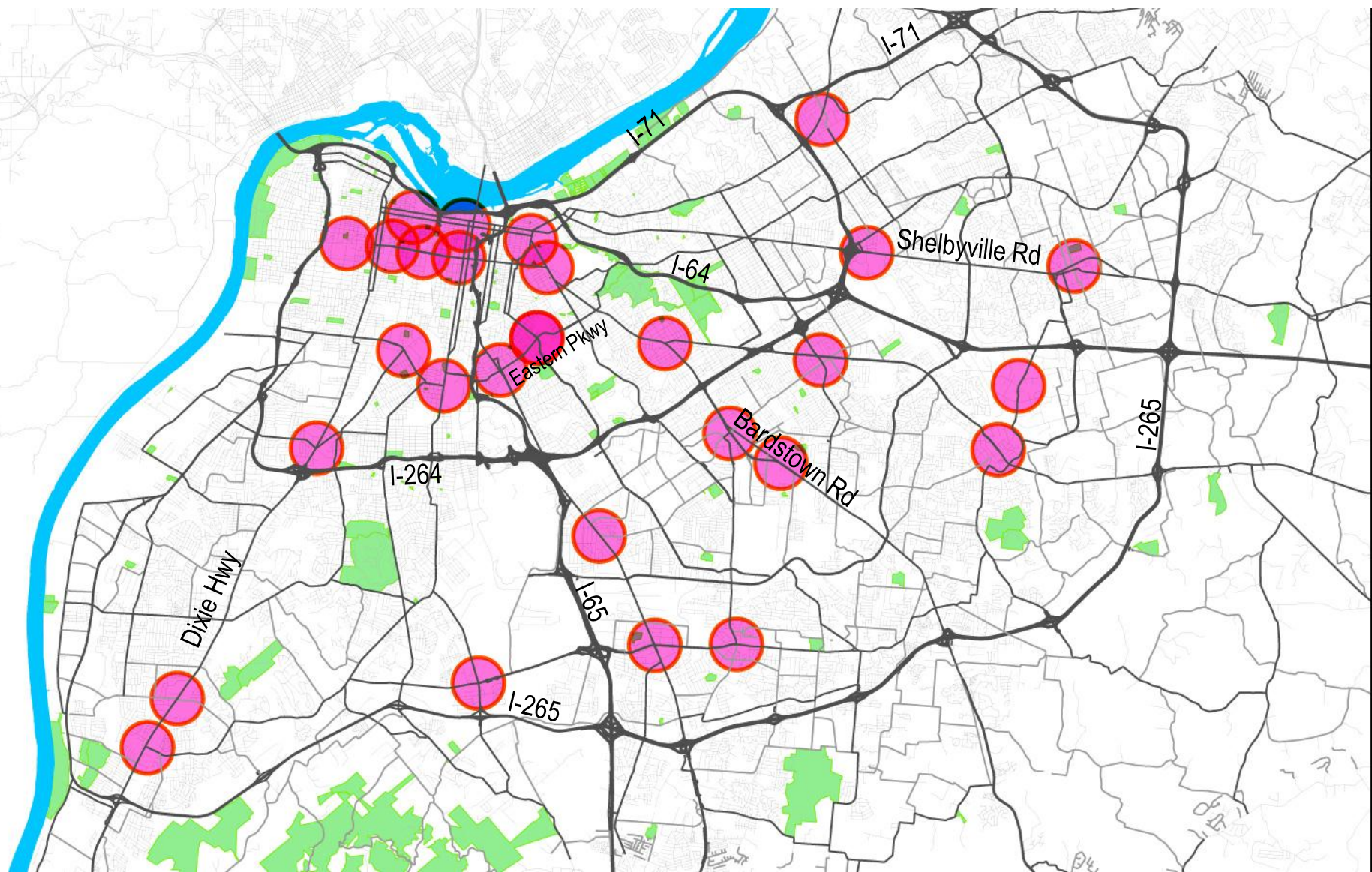
Spending By Mode





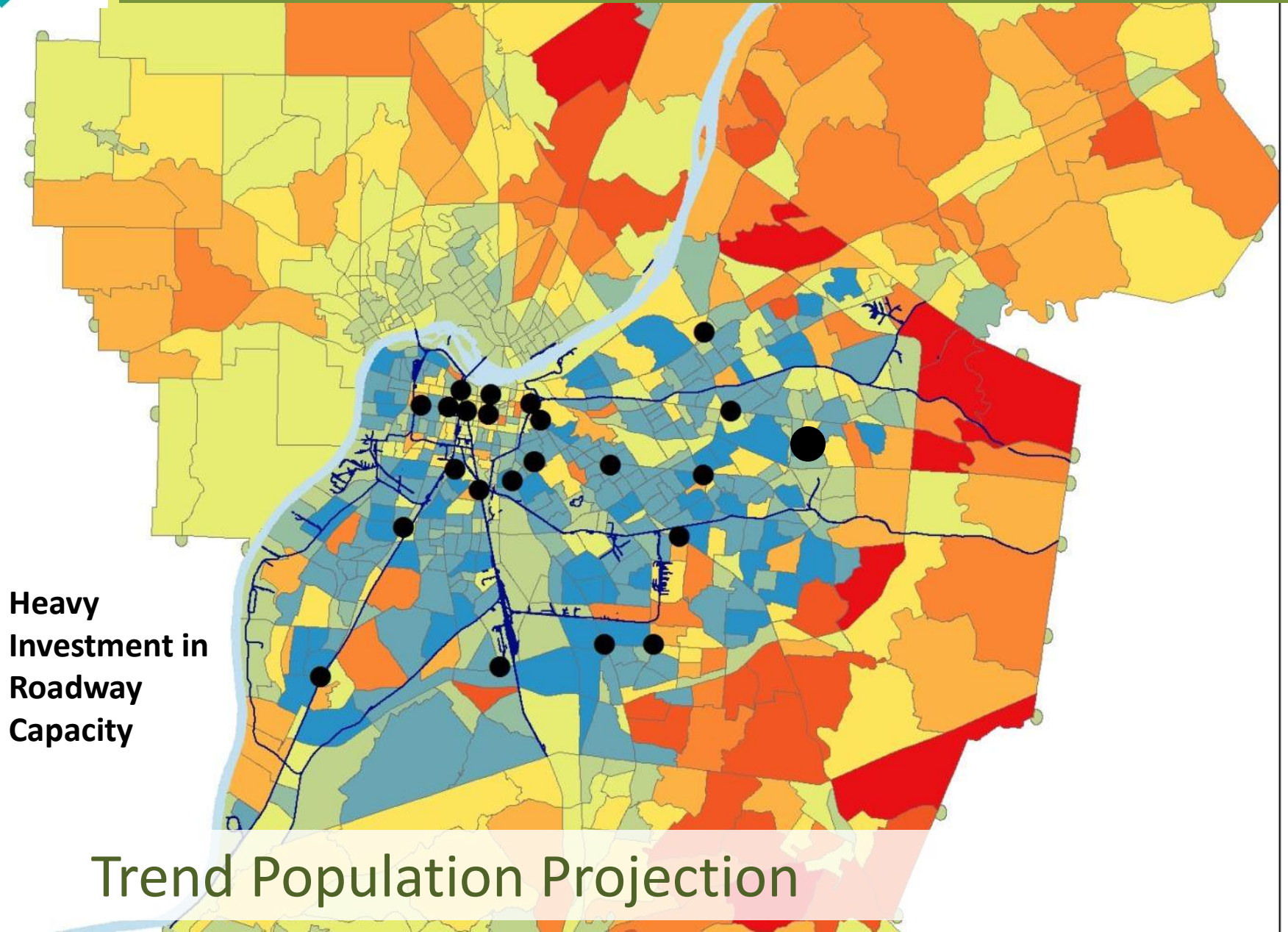
Rethinking Growth

Proposed redevelopment nodes





Scenario 1 – Most New Growth At Edge

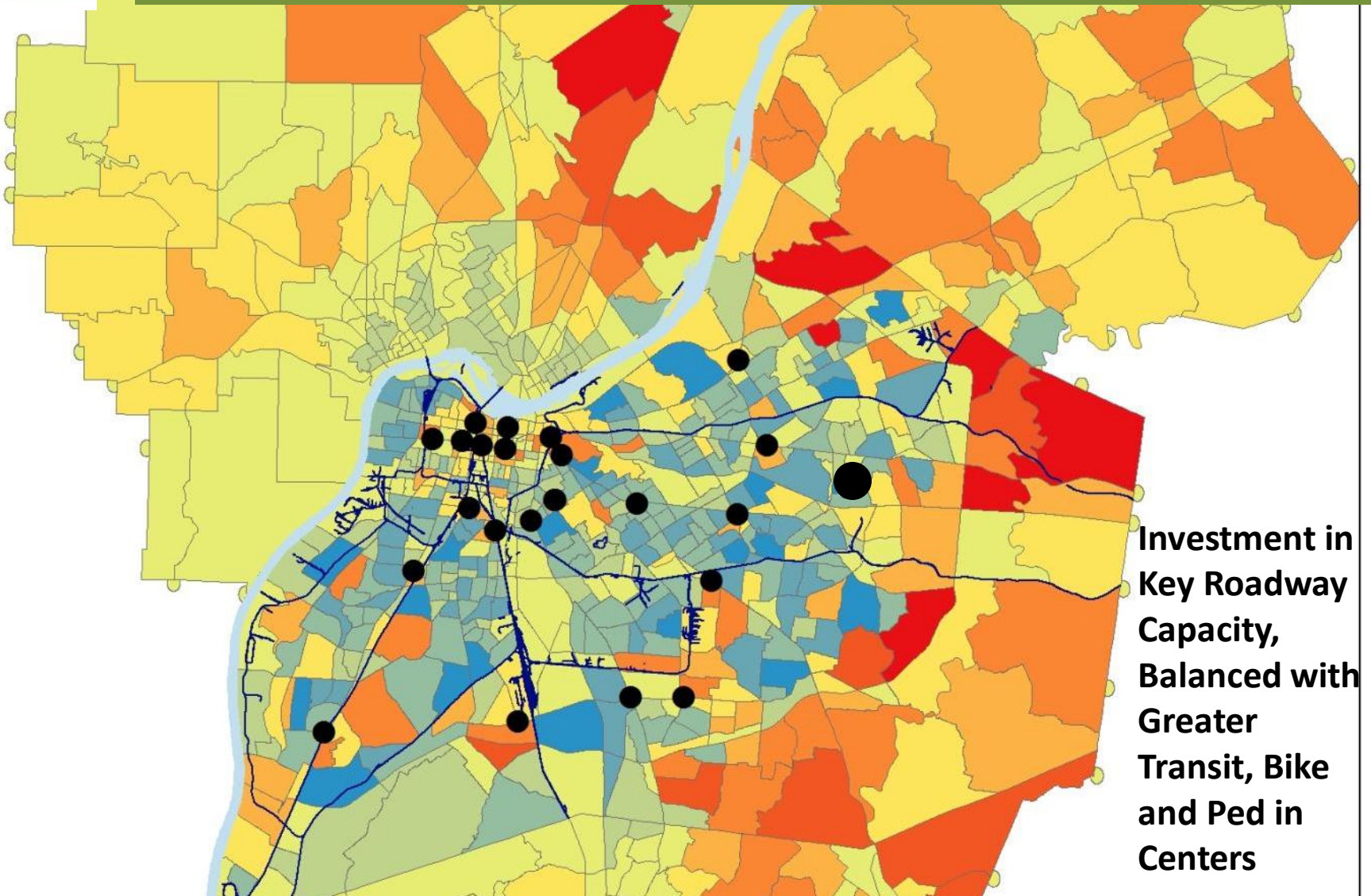


Heavy
Investment in
Roadway
Capacity

Trend Population Projection



Scenario 2 – More Growth In Centers



**Investment in
Key Roadway
Capacity,
Balanced with
Greater
Transit, Bike
and Ped in
Centers**

Centers-Based Population Projection



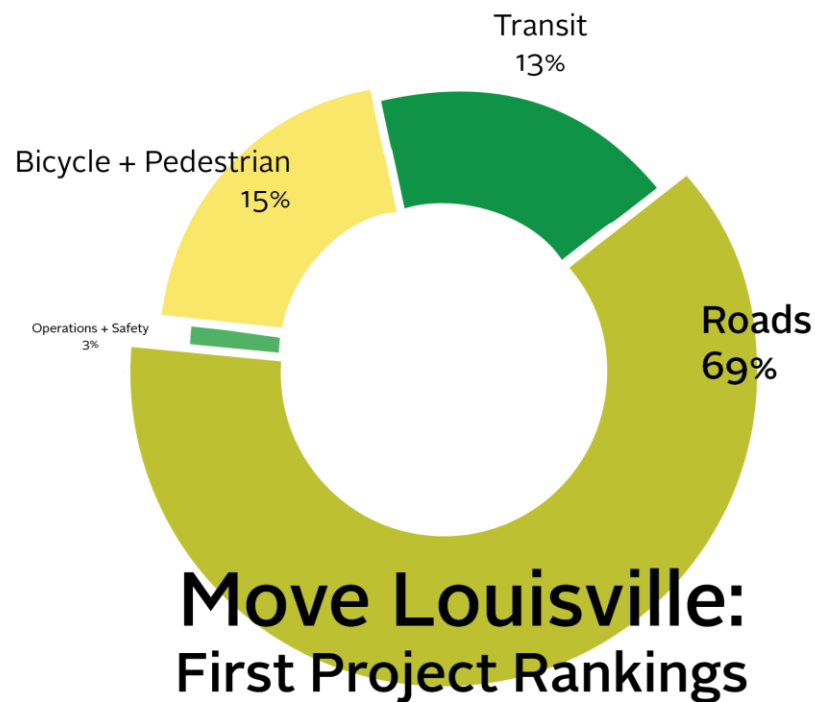
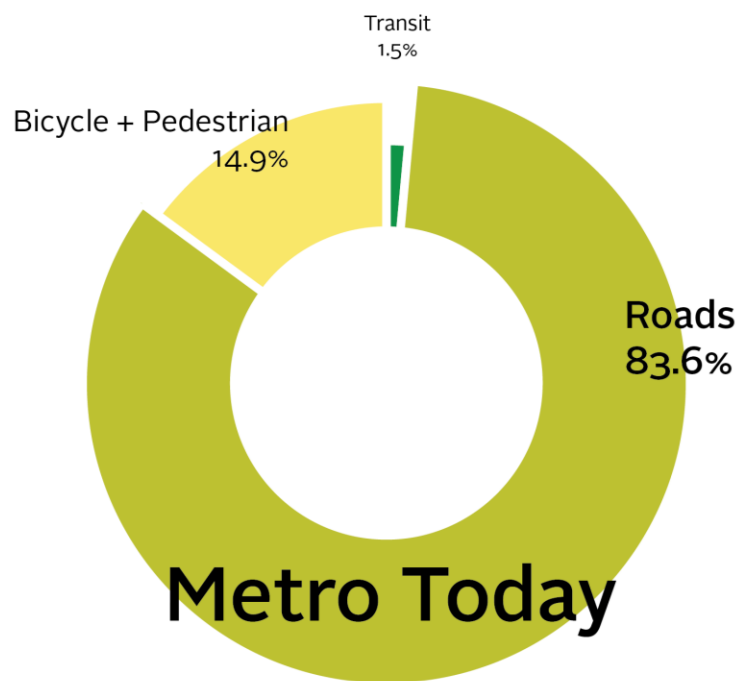
Key Analysis Takeaways

- **We Will Need To Rebalance Spending To Achieve Goals**



Changing Project Balance

How does Move Louisville's balance compare to today's?

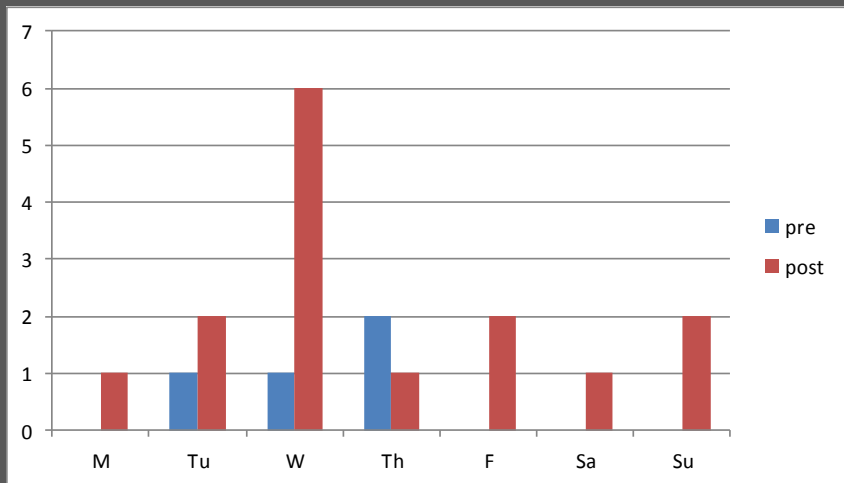


Bicycle Usage Kentucky & Breckinridge

E Kentucky between Clay & Shelby Peak Hour Comparison

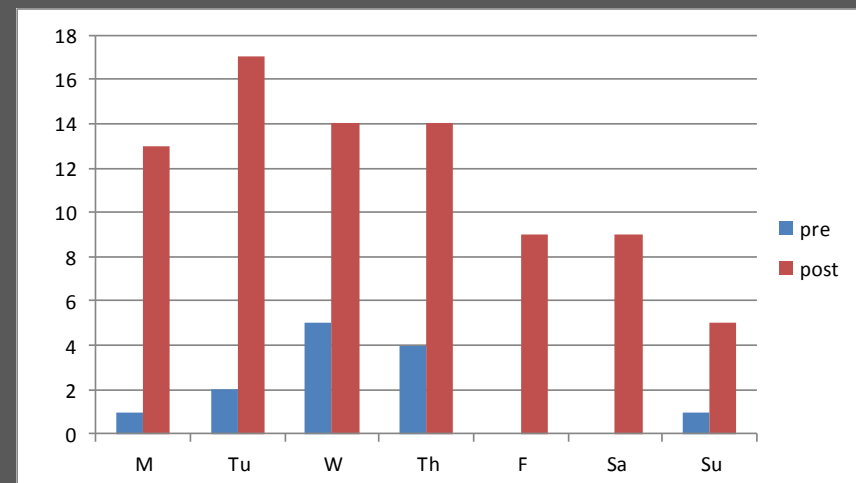
7a to 9a

	M	Tu	W	Th	F	Sa	Su
pre	0	1	1	2	0	0	0
post	1	2	6	1	2	1	2



3p to 6p

	M	Tu	W	Th	F	Sa	Su
pre	1	2	5	4	0	0	1
post	13	17	14	14	9	9	5

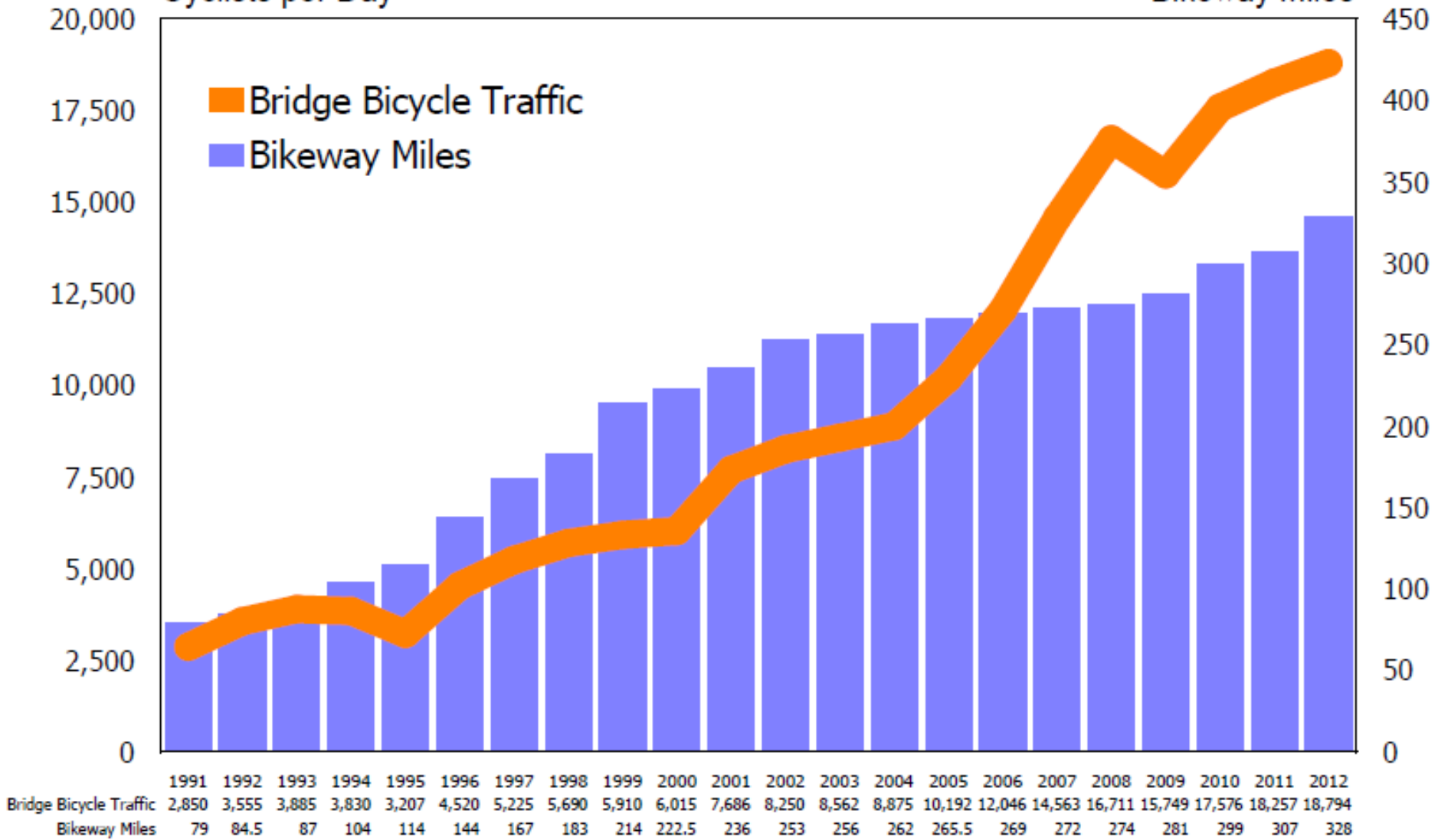


Portland, OR

Cyclists per Day

Bikeway Miles

Bridge Bicycle Traffic
Bikeway Miles



Extrapolated from peak period counts

Year



For the price of a mile of highway, you too can have a bike-friendly city

Portland, Oregon is America's iconic cycling city, but I'm happy to say we're being swiftly overtaken as everywhere else gears up



Elly Blue

theguardian.com, Monday 28 October 2013 09.45 EDT

Cars. They're noisy and ugly. They smell terrible and cause disease on an epidemic proportion. They move way too fast, take up an extraordinary amount of space, are a leech on the economy, and have a propensity to run people over, especially kids. What's to love?



Key Analysis Takeaways

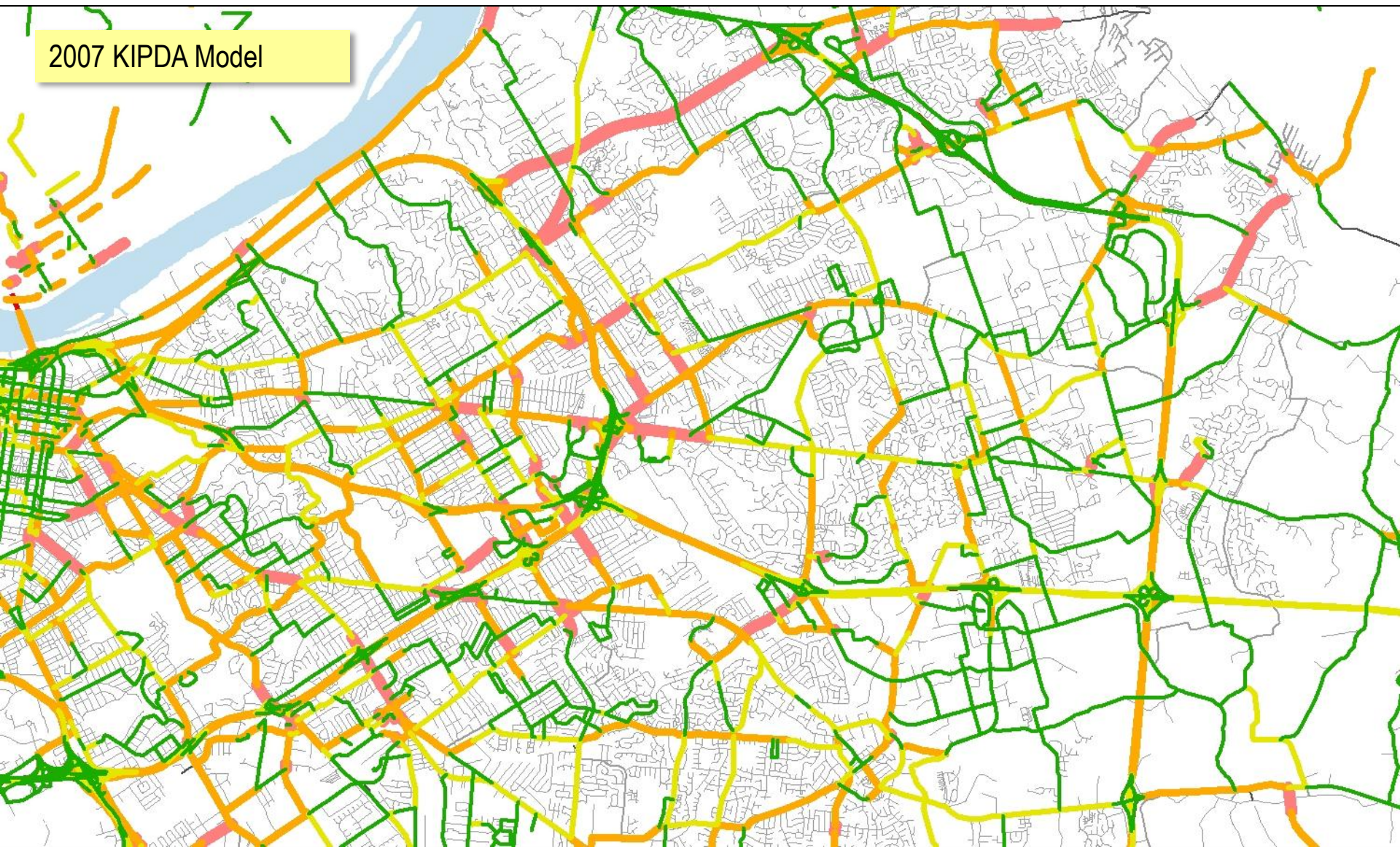
- We Will Need To Rebalance Spending To Achieve Goals
- While Alternatives Must Increase, Cars Remain Critical**



Regional Modeling Results

Capacity projects in all scenarios help with this

2007 KIPDA Model

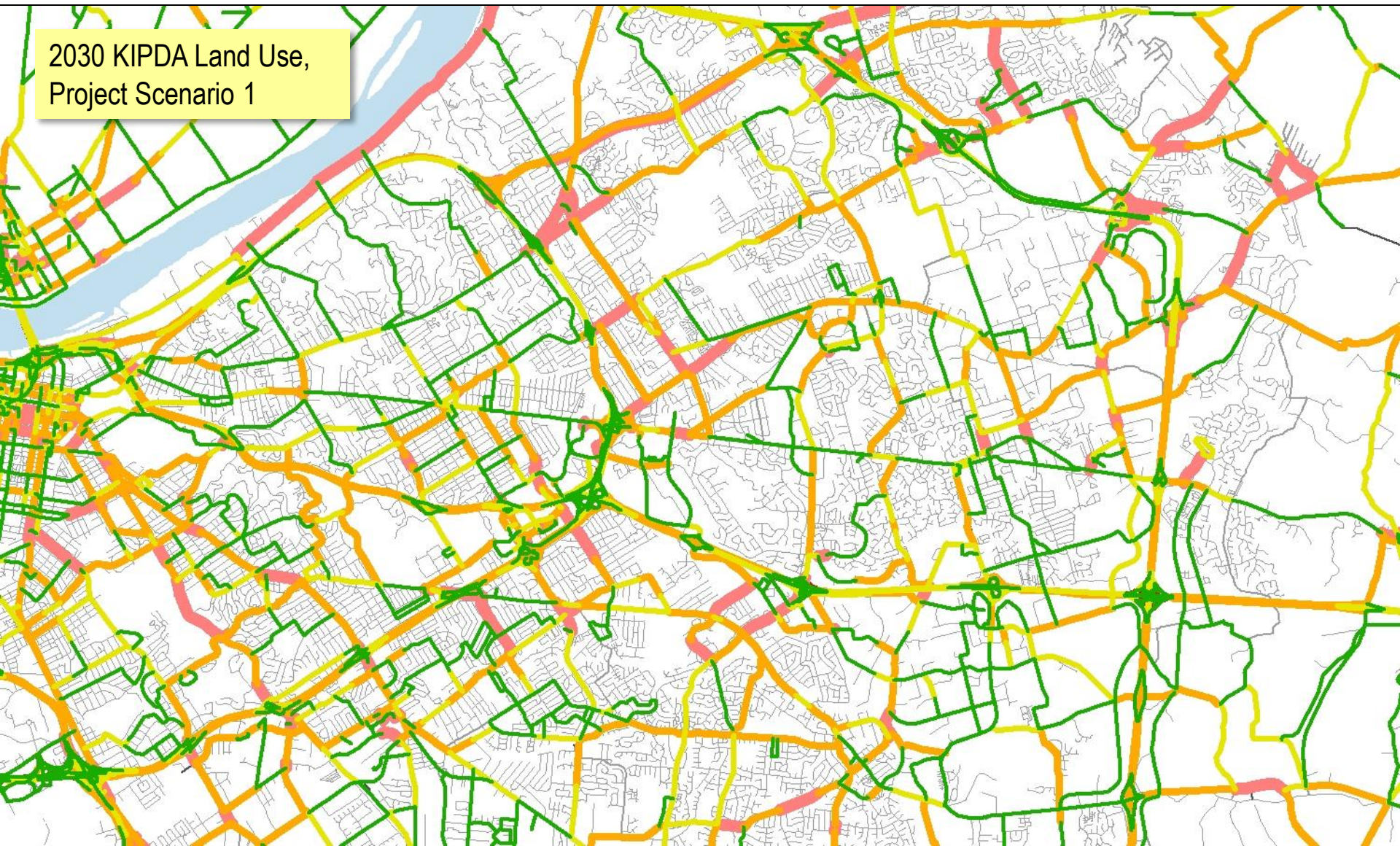




Regional Modeling Results

Capacity projects in all scenarios help with this

2030 KIPDA Land Use,
Project Scenario 1

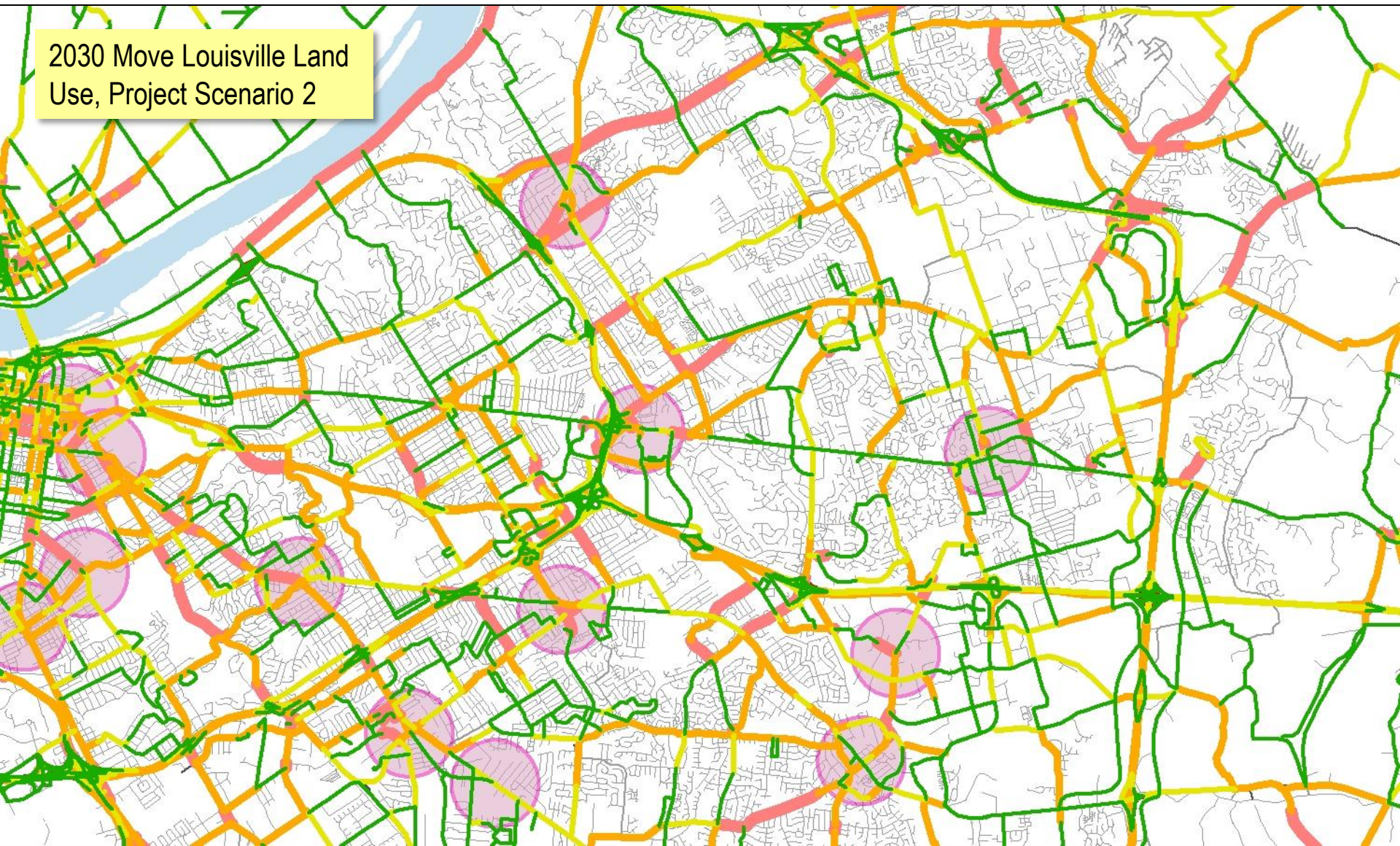




Regional Modeling Results

Capacity projects in all scenarios help with this

2030 Move Louisville Land
Use, Project Scenario 2





Regional Modeling Results

Measures of Effectiveness

KIPDA REGION		Base KIPDA Model (2030)	Trend Land Use, Scenario 1 network	Trend Land Use, Scenario 2 network	Centers Land Use, Scenario 2 Network
	Vehicle Miles of Travel	35,659,057	35,819,504	35,812,776	35,257,339
	Vehicle Hours of Travel	942,866	967,939	972,498	943,187
	Average Travel Speed (free-flow)	37.8	37.0	36.8	37.4
	Vehicle Hours of Delay	198,540	207,186	219,679	201,779
JEFFERSON		Base KIPDA Model (2030)	Trend Land Use, Scenario 1 network	Trend Land Use, Scenario 2 network	Distance traveled not greatly different, but reductions in delay
	Vehicle Miles of Travel	22,496,164	22,708,330	22,670,600	22,464,240
	Vehicle Hours of Travel	609,978	612,801	617,625	605,428
	Average Travel Speed (free-flow)	36.9	37.1	36.7	37.1
	Vehicle Hours of Delay	98,367	88,978	100,136	92,506



Key Analysis Takeaways

- We Will Need To Rebalance Spending To Achieve Goals
- While Alternatives Must Increase, Cars Remain Critical
- Infill Is Unlikely To Accelerate Without Policy Changes**



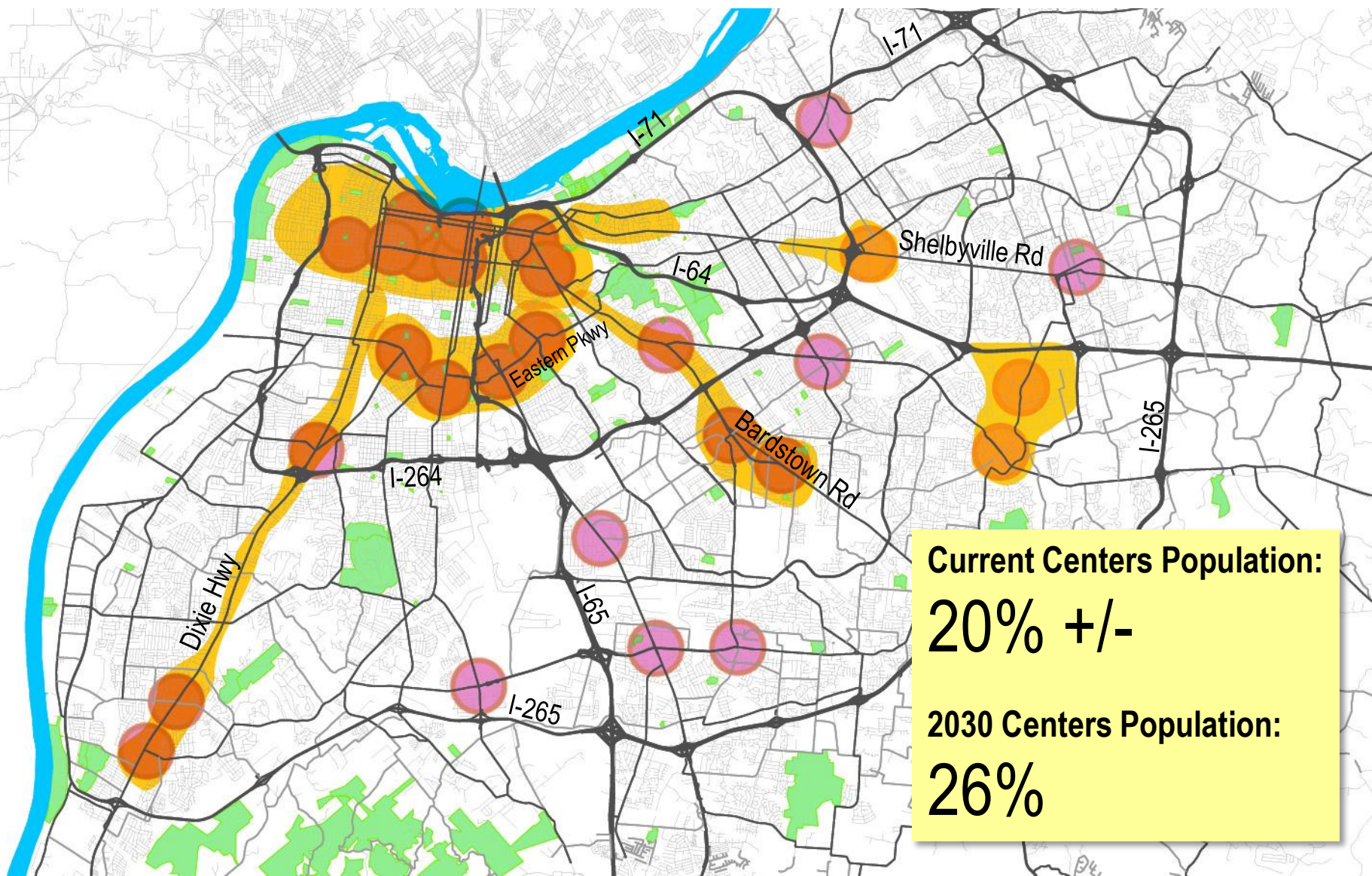
Key Analysis Takeaways

- We Will Need To Rebalance Spending To Achieve Goals
- While Alternatives Must Increase, Cars Remain Critical
- Infill Is Unlikely To Accelerate Without Policy Changes
- Solutions For Louisville Are Not One-Size-Fits-All**



Context Matters

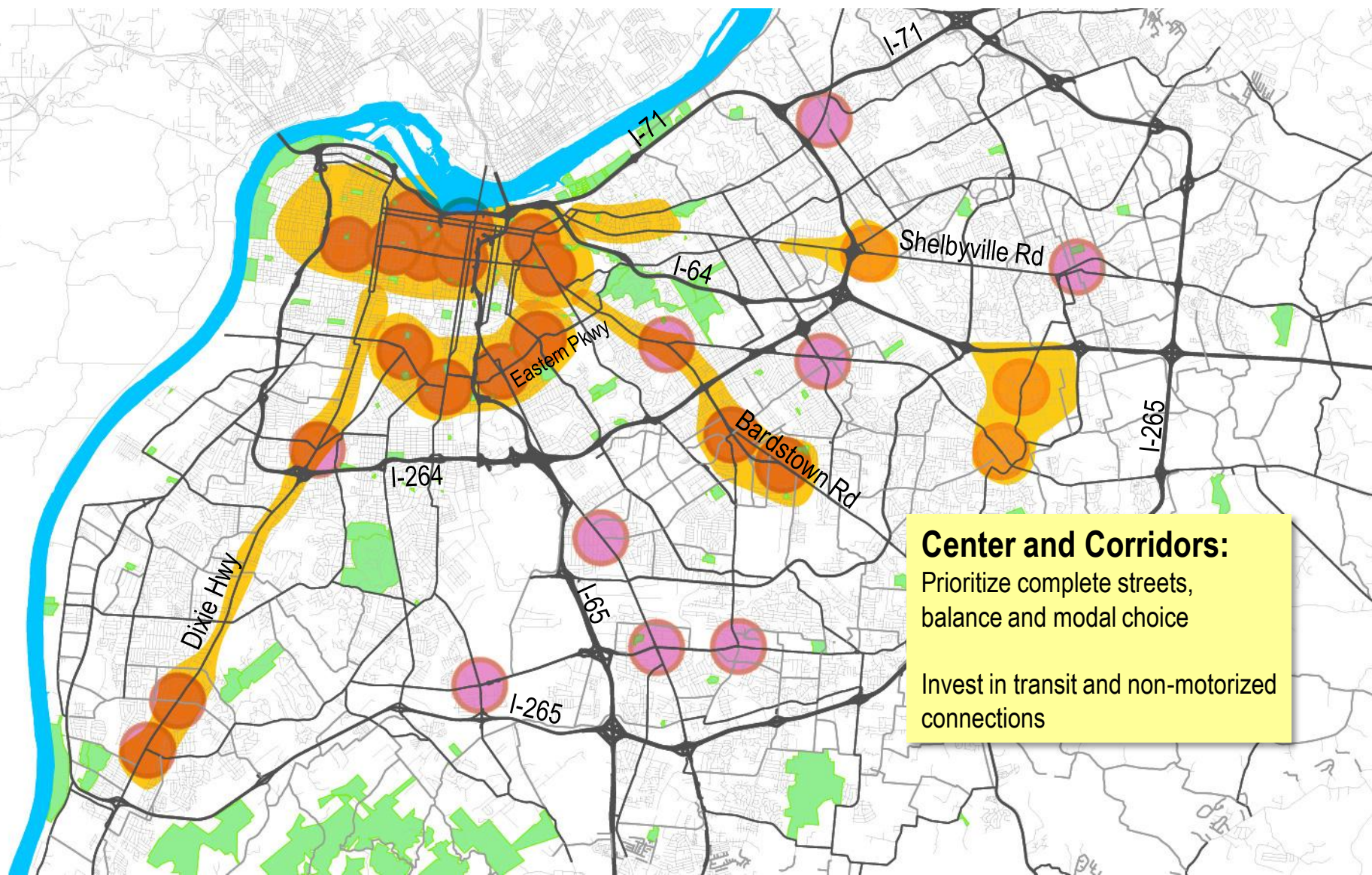
Transportation policy to support choices





Context Matters

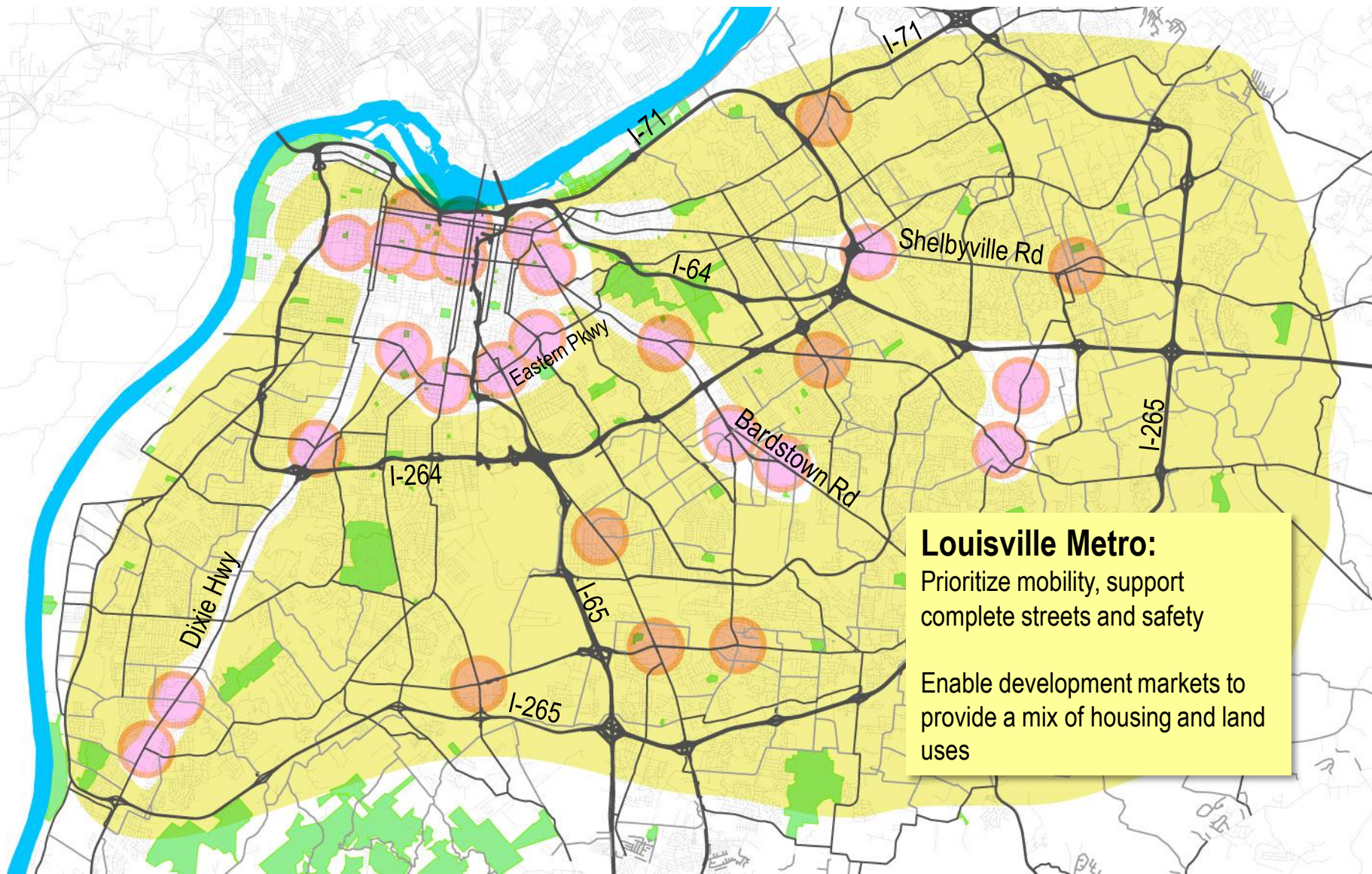
Transportation policy to support choices





Context Matters

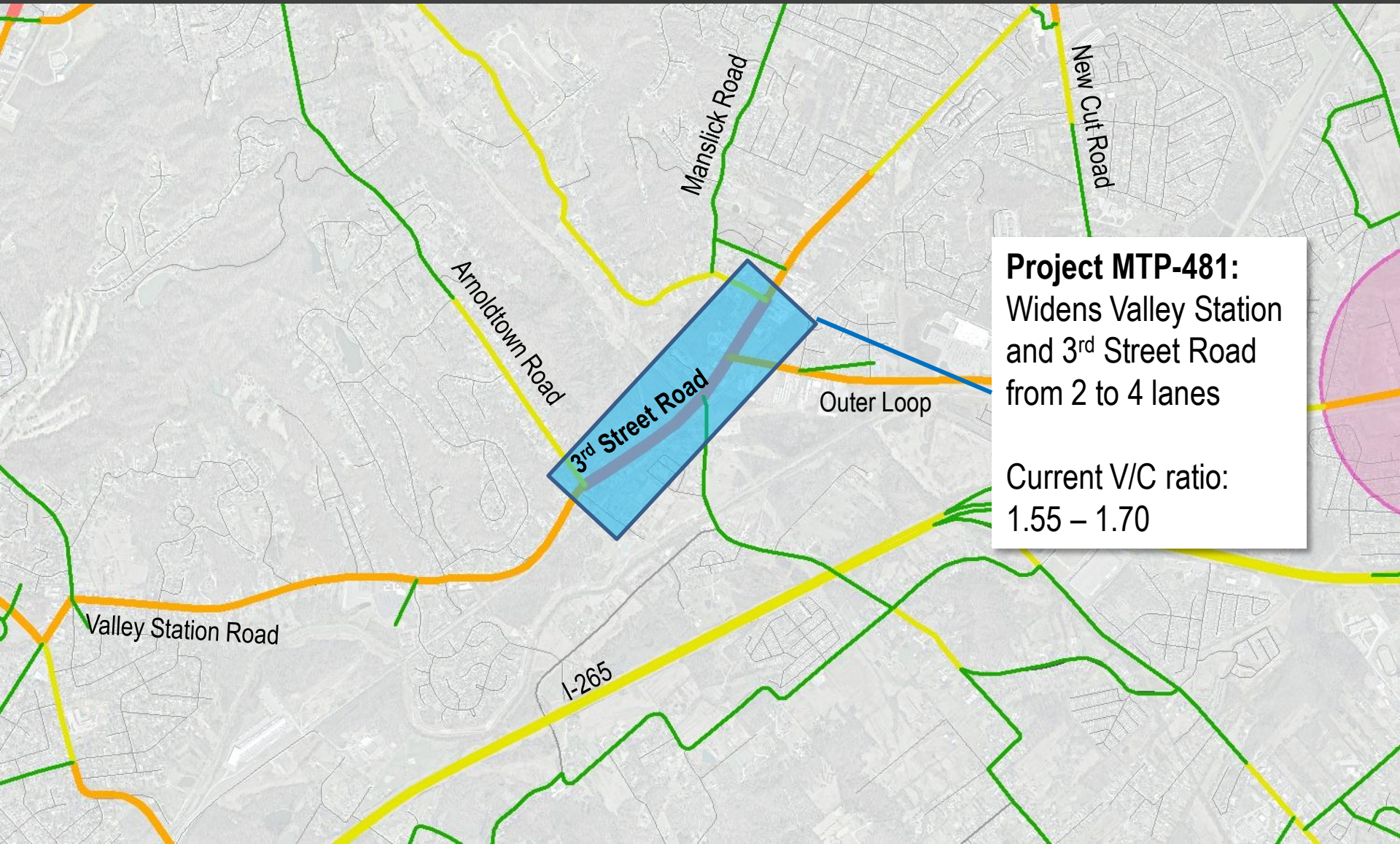
Transportation policy to support choices





Regional Modeling Results

Capacity Projects with Benefit – 3rd Street Road Today



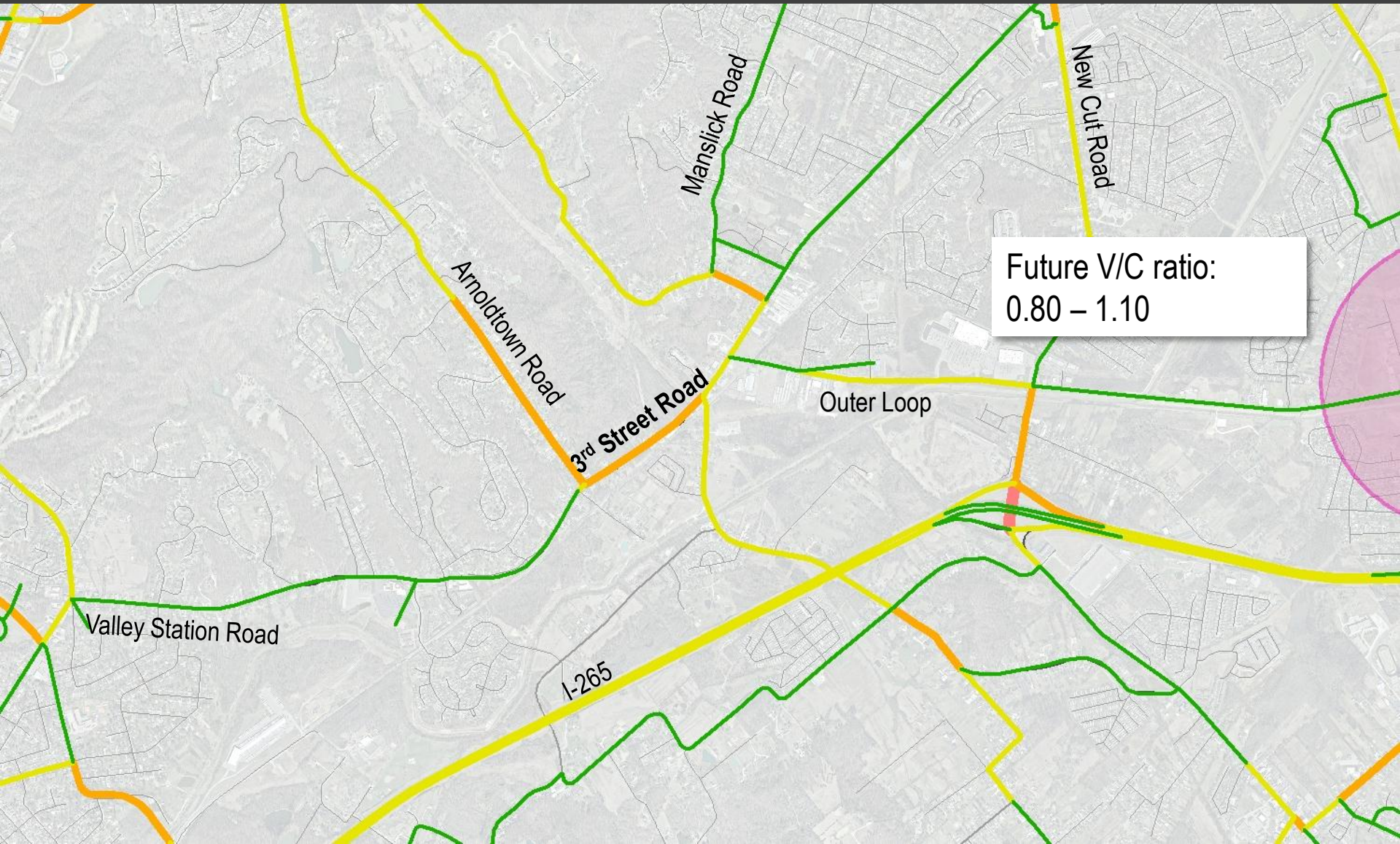
Project MTP-481:
Widens Valley Station
and 3rd Street Road
from 2 to 4 lanes

Current V/C ratio:
1.55 – 1.70



Regional Modeling Results

Capacity Projects with Benefit – 3rd Street Road 2030



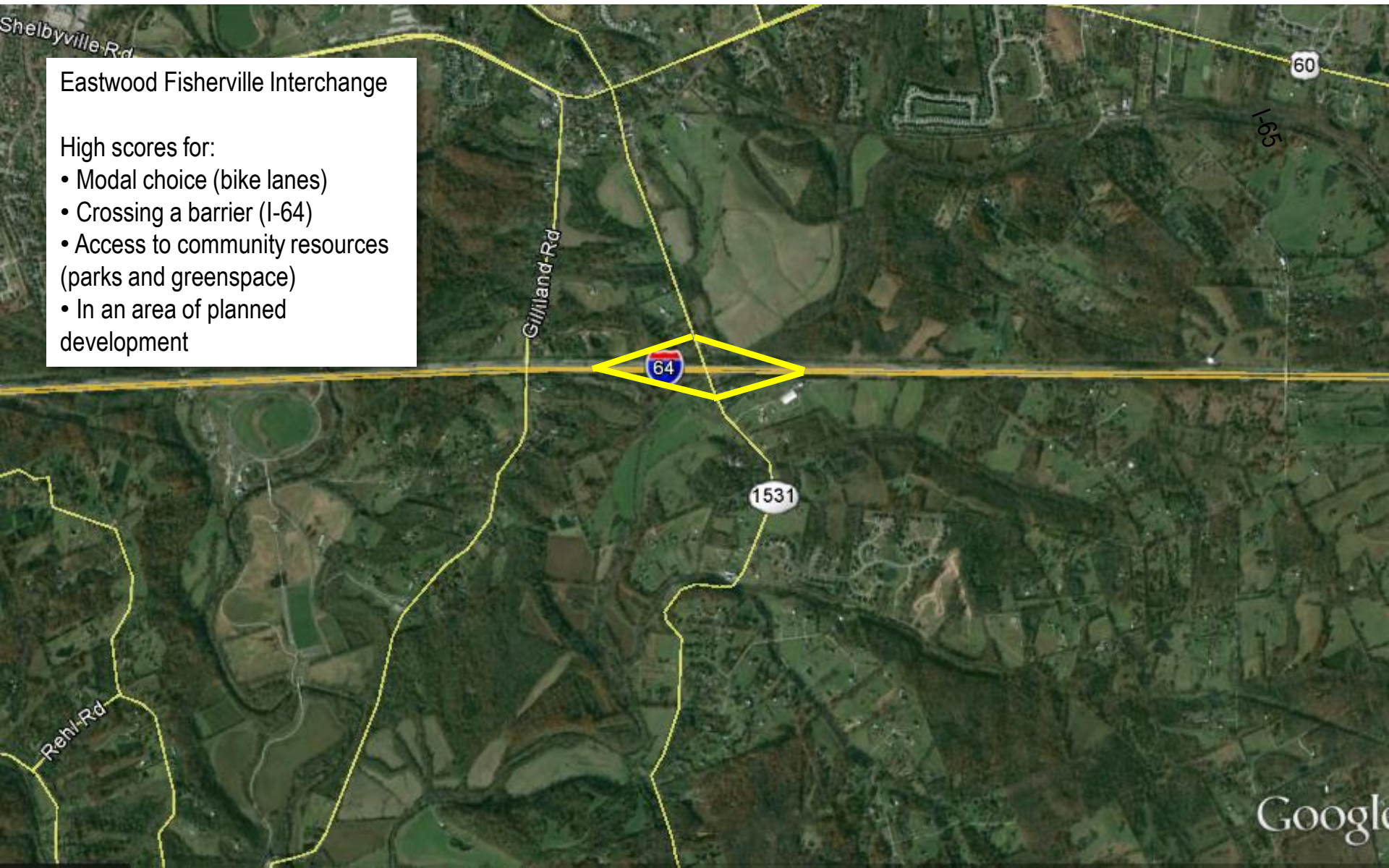


How did Projects Rank Highly?

Eastwood Fisherville Interchange

High scores for:

- Modal choice (bike lanes)
- Crossing a barrier (I-64)
- Access to community resources (parks and greenspace)
- In an area of planned development





Regional Modeling Results

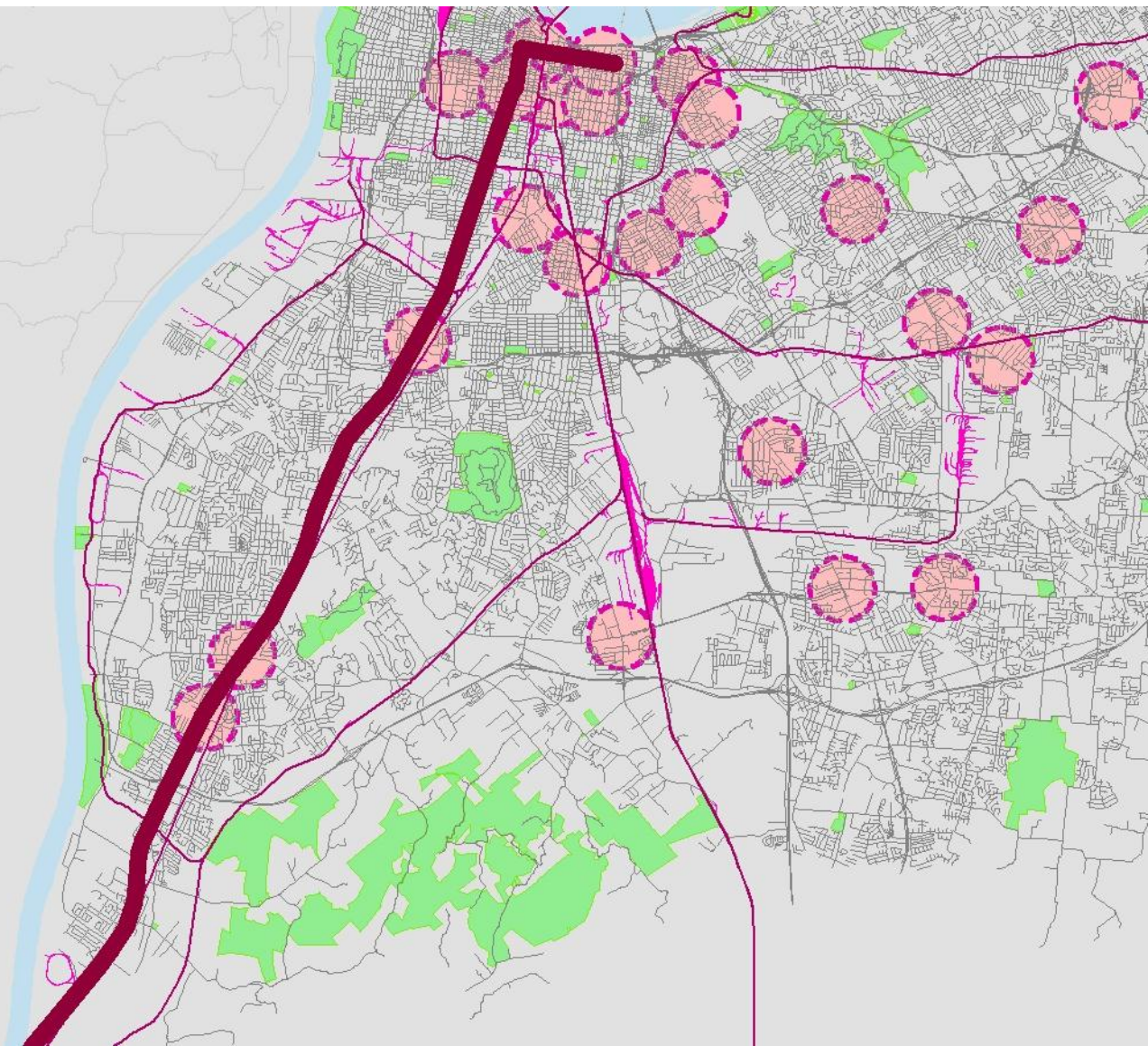
High Impact Transit Project

Project TR-005:

Dixie Highway Transit

High scores for:

- Access to jobs
- Providing modal options
- Economic development potential
- System efficiency (uses existing right-of-way and lanes with relatively minor capital improvements)
- Consistent with city mobility needs





Regional Modeling Results

Low Impact Transit Project



Project TR-022:

Jefferson Mall Park-and-Ride

Low scores for:

- Limited reduction in VMT
- Limited transit utility
- Proximity to proposed development nodes, intended to support transit themselves



Regional Modeling Results

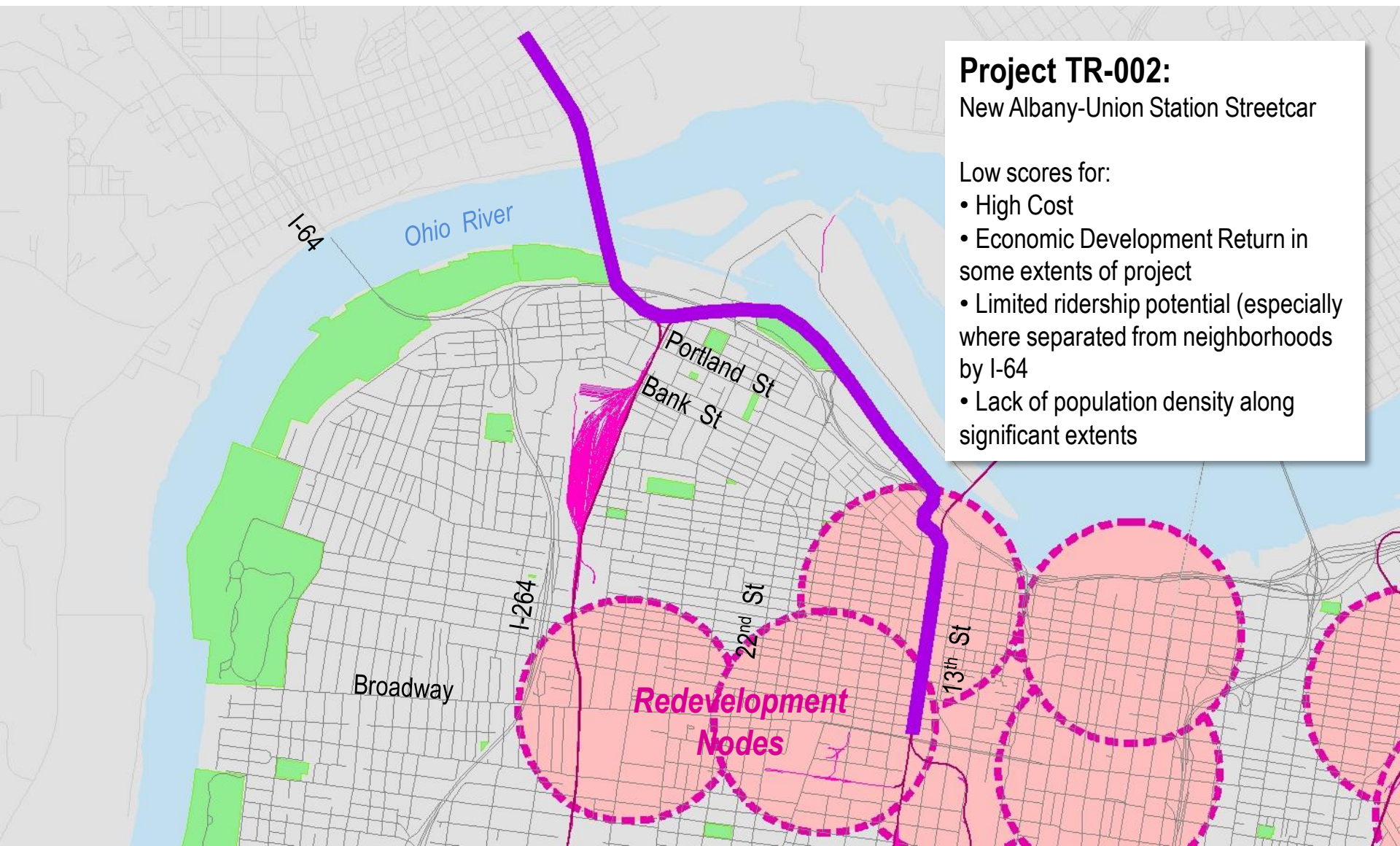
Low Impact Transit Project

Project TR-002:

New Albany-Union Station Streetcar

Low scores for:

- High Cost
- Economic Development Return in some extents of project
- Limited ridership potential (especially where separated from neighborhoods by I-64)
- Lack of population density along significant extents





Sample Of Moderate to High Impact

JCTC Pedestrian Crossings	Pedestrian
Louisville Loop/Olmsted Parkway Paths	Bike/Ped
Portland Elementary Safe Routes To School	Pedestrian
Transportation System improvements on Dixie Highway	Automobile Operations
Urton Lane Extension	Automobile Capacity
Preston Highway Widening	Automobile Capacity
Dixie Highway Bus Rapid Transit	Transit
Eastwood Fisherville Road Interchange	Automobile Capacity
Main Street Streetcar	Transit
Lexington Road 4 to 3 Lane Conversion	Safety/Bike
Frankfort Avenue Bike Lanes	Bike
Downtown One-Way to Two Way Conversions	Safety/Livability
Sidewalk Gap Projects (West Louisville)	Pedestrian
9th Street Interchange Relocation	Accessibility/Economic
Newburg Road Improvements at I-264	Automobile Operations
Main/Baxter/Story Intersection Redesign	Safety
Frankfort Avenue-Shelbyville Road Transit Corridor	Transit
Eastern Parkway 4 to 3 Lane Conversion	Safety/Bike
Shelbyville Road Widening	Automobile Capacity



Sample Of Low Impact

Widen Brownsboro Road (KY 22) from 2 to 5 lanes	Automobile Capacity
Cooper Chapel Road Sharrows	Bike
Watterson Expressway Widening (Westport to I-71)	Automobile Capacity
New Albany to Louisville Streetcar	Transit
Blevins Gap Road Sharrows	Bike
Gene Snyder Widening (I-65 to Bardstown Road)	Automobile Capacity
New I-264 Interchange at Breckinridge	Automobile Capacity
Cane Run Road Sharrows	Bike
Broadway at Baxter Roundabout	Automobile Operations



What's Next?

- **Review Priorities**

- Does The List Look Right?

- **Select Policy Direction**

- Do We Press For Infill?
- Infrastructure Preservation
- Bridge Repair and Replacement
- Unfunded Sidewalk Gap

- **Develop Action Plan**



Action Plan

- **Funding We Control**

- Local Projects
- Grants

- **Funding We Can Influence**

- KIPDA Plans
- TARC Priorities

- **Funding Under Control of Others**

- KYTC/State Legislature

- **Potential New Funding Sources**

- Bridging the Transit Gap
- Funding the Sidewalk Mandate

Thank You

www.louisvilleky.gov/movelouisville